
**MaineDOT Locally
Coordinated Transit Plan
Region 5**

Bath CityBus

FY 2013 - 2017

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BATH CITYBUS

Description

Transit Provider

Provider: City of Bath, CityBus
Contact Person: Andrew Deci, Director of Planning and Development
Address: 55 Front Street, Bath, Maine 04530
Telephone: 207-443-8363
Email: adeci@CityofBath.com
Website: www.cityofbath.com/CityBus

Service

Service area: City of Bath
Type of service: Flex route

Geographic area

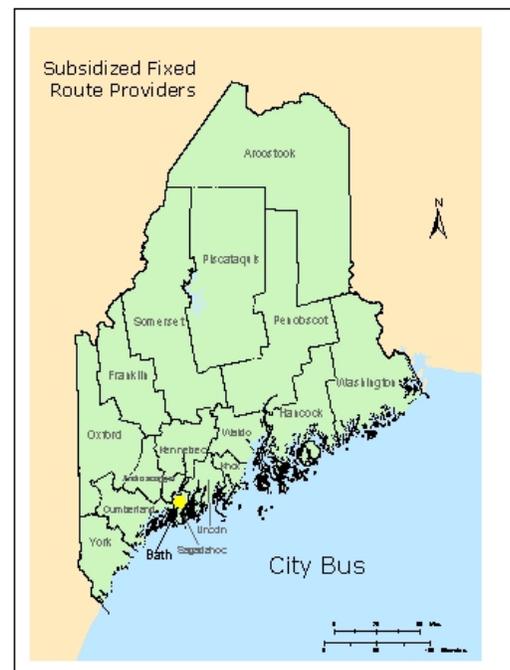
CityBus is a flex route bus system that serves the urbanized area of the City of Bath.

Bath CityBus overview

Bath is unique among communities of its size for its long-standing commitment to provide in-town flex route transit services to its citizens. Responsibility for the management of the system rests with the City Manager. Three city employees are responsible for the day-to-day operation of the system (the Finance Director, Director of Planning and Development, and Facilities Manager, who provides day-to-day supervision).

The system is design to reduce congestion in the downtown and to serve the needs of individuals with disabilities, the elderly, low income and members of the general public. Bath CityBus also provides a separate, fixed service for employees of Bath Iron Works that includes early morning transportation to the shipyard and an afternoon pickup at BIW.

In addition to the fixed route system, the City operates a seasonal trolley service. There are no federal or state subsidies supporting the operation of this system. The trolley operates in the summer providing tours primarily for tourists, and during the winter holiday season.



How tickets and passes are sold and documented

Fares (\$1/ride) are collected on the bus. Twelve-ride passes (\$10) and all-day passes (\$2) are available for purchase on the bus or in City Hall.

The drivers use a tally sheet to keep track of the type of pass or fare collected and the location of where riders got on the bus.

Financial support

Financial support for Bath CityBus comes from the Federal Transit Administration, the Maine Department of Transportation, the City of Bath, and advertising revenue.

Bath CityBus passengers

Most of the riders of CityBus are low income people of all age groups, as well as seniors. There appears to be a growing number of seniors who don't have a vehicle. Ridership also includes students going to the Midcoast Center for Higher Education. CityBus also serves commuters, including employees of BIW who ride the bus to get to work and back.

Service by Route

The importance of transit services cannot be measured simply by the number of trips. Transit dependent individuals (including those with disabilities) require access to basic services in addition to all of the benefits their communities offer.

Bath Iron Works commuter runs. Bath CityBus service begins with two Bath Iron Works (BIW) commuter runs. These start out from the City Public Works garage at about 6:15 a.m. The BIW commuter buses are scheduled to arrive at BIW prior to 7:00 a.m. They return to BIW at about 3:10 to pick up workers for their return ride home. Operation of the two BIW routes currently results in a one-hour interruption of afternoon in-town bus service (3:00 p.m. to 4:00 p.m.).

North Loop. Transit service consists of a two-loop route configuration that interconnects in a figure eight pattern and uses the downtown as a hub. Bus service begins with the North Loop at 8:00 a.m. The North Loop takes about 35 minutes, returning to City Hall at 8:35 a.m. The North Loop is served nine times a day beginning at 8:00 a.m. and every hour thereafter except 3:00 p.m., and ending with the 5:00 p.m. run.

South Loop. The South Loop begins at City Hall at 8:35 a.m. The South Loop takes about 25 minutes, returning to City Hall at 9:00 a.m. The South Loop is served eight times a day beginning at 8:35 a.m., and every hour thereafter except 3:35 p.m., and ending with the 4:35 p.m. run.

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The North and South Loops routes continue operating on an alternating basis until the end of the North Loop run at City Hall at 5:30 p.m. Service is provided five days a week, Monday through Friday. The South Loop is approximately 8.3 miles long; the North Loop extends for about 7.0 miles, for a total of 15.3 miles.

Midcoast Hospital run. In addition to the BIW runs, and the North and South Loops, Bath CityBus provides a separate run to Midcoast Hospital in Brunswick twice a day, by appointment.

Importance of Bath CityBus to the region and its economy

Public transit does more than ensure transit dependent individuals can move around their communities, and provide a safe alternative to using an automobile. The economy benefits on a variety of levels through residents and people visiting the community accessing local supermarkets, shopping centers, healthcare services and local neighborhood businesses.

Bath CityBus allows residents of Bath to access job sites, medical care, education, shopping, and recreational facilities throughout the City including:

- **Medical providers**
 - Midcoast Hospital in Brunswick
 - Physicians
 - Mental health facilities
 - Dental services
 - Pharmacies
- **Merchants and other vendors**
 - Downtown Bath businesses
 - Bath Shopping Center
 - Neighborhood retail services
- **Education**
 - Midcoast Center for Higher Education
 - Most of the elementary, junior high, and high schools within the service area.
- **Recreation**
 - Maine Maritime Museum
 - Parks and trails throughout the city
 - Private businesses providing recreational services
 - Numerous entertainment venues.

Bath also runs a seasonal trolley service, primarily for tourists during the summer and the winter holiday season. The trolley serves the downtown, as well as facilities most apt to be patronized by tourists. The trolley is funded and operated exclusively by the municipality; no federal or state funds are used to support the trolley service.

- **Employment**

- Bath Iron Works
- Numerous places of employment throughout the city

Accomplishments

Improved efficiencies

- Maintained the system as cost effectively as possible.
- Undertook initial preparations for a ridership survey.
- Participated in a regional transit study.
- Updated the website, schedule, and map.

Service gaps

- **Geographical coverage.** There is no service to the rural area of north Bath. However, there does not appear to be a transit-dependent population living in that area or sufficient density to support operations cost.
- **Time of day/weekend.** CityBus does not operate in the evening or on the weekend. There has been no public demand for expanded hours of operation.
- **Clients.** Not applicable. However, it should be noted that Coastal Trans does not purchase passes from Bath CityBus that could be used by MaineCare customers to access medical services.
- **Service quality.** The service is not always reliable and consistent, in part because of an aging fleet. In addition, check points are not marked, and there is no information at bus check points about the transit system as a whole, including the service area and frequency of stops at particular locations.

Future Priorities and Projects

The future priorities and projects shown below reflect future investments that were first identified by Bath CityBus and subsequently modified, and prioritized, by the public at a MaineDOT-sponsored Regional Transit Summit that was held at the University of Maine Hutchinson Center in Belfast on October 31, 2013. Attendees were provided the opportunity to add a potential project or identify an issue for consideration at any time during the meeting.

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In order to ensure maximum participation, MaineDOT sent an invitational letter, an agenda, and a list of potential priorities, and projects to riders, social service agencies, healthcare facilities, chambers of commerce, private businesses, other transit operators in the region, members of the general public who had previously expressed an interest in transportation issues, and area legislators. Invitees unable to attend were afforded the opportunity to e-mail MaineDOT and make comments and recommendations both prior to, and following the meeting—these comments were included when compiling the ratings for each identified project.

A representative of MaineDOT provided an outline of the purpose and need for public input in this planning process to attendees and encouraged their full participation. A representative from each transit agency in attendance provided a brief history of their services and fielded questions from attendees. A facilitator presented the provider-identified future projects to the group and invited discussion which gave them with an opportunity to add to the list of potential projects. Attendees were provided with scoring sheets and rated each project. This process was repeated for each FTA/MaineDOT funded transit agency in the region.

The results of the Regional Transit Summit are reflected in two tables on the following pages. The first table shows the number of people who identified each of the priorities/projects as very important, somewhat important, not important, and no opinion. The second table shows the percentage ranking of the various priorities and projects in priority order.

**NUMERICAL RATING OF PRIORITIES AND PROJECTS
Bath CityBus**

Future Priorities and Potential Projects	Very Important	Somewhat Important	Little Importance	No Opinion
A. Additional funding - operations and capital.	14	3	1	3
B. Expansion of service - include evenings and more frequent runs to Mid Coast Hospital.	11	4	2	4
C. Inter-connections - with the Brunswick Explorer on a regular basis.	10	4	3	4
D. Marketing - branding, enhancing and selling the service.	9	5	3	4
E. Enhance the route map - include on the website.	1	12	3	5
F. Deploy transit shelters - checkpoints, including signage.	5	9	3	4
G. Update the fleet - on a staggered basis so replacement costs are spread out over time.	9	7	1	4
H. Arrange for more consistent - and timely maintenance.	8	7	1	5
I. Prepare a long range plan - for personnel.	4	10	3	4
J. Expand ridership profile - include non-transit dependent riders.	7	8	2	4
K. Review and revise - (as necessary) operations, safety, security, and personnel plans and policies.	3	9	5	4

**PERCENTAGE RATING OF PRIORITIES AND PROJECTS
Bath CityBus**

Future Priorities and Potential Projects	Very to Somewhat Important	Little Importance to No Opinion
A. Additional funding- for operations and capital.	81%	19%
G. Update the fleet - on a staggered basis so replacement costs are spread out over time.	76%	24%
B. Expansion of service - include evenings and more frequent runs to Mid Coast Hospital.	71%	29%
H. Arrange for more consistent - and timely maintenance.	71%	29%
J. Expand ridership profile - include non-transit dependent riders.	71%	29%
C. Inter-connections - with the Brunswick Explorer on a regular basis.	67%	33%
D. Marketing - branding, enhancing and selling the service.	67%	33%
F. Deploy transit shelters - at checkpoints, including signage	67%	33%
I. Prepare a long range plan - for personnel.	67%	33%
E. Enhance the route map - include on the website.	62%	38%
K. Review and revise - (as necessary) operations, safety, security, and personnel plans and policies.	57%	43%

MaineDOT Transit Management Plan - Bath CityBus

BATH CITYBUS		
Annual Report – Past Two Years		
	FY 2011	FY 2012
Volunteer Resources		
Volunteer Drivers	0	0
Vehicles		
Number of Active Vehicles in Fleet	2	2
Number of Inactive Vehicles in Fleet	2	2
Number of Spare Vehicles in Fleet	2	2
Number of Vehicles Disposed	0	0
Number of Vehicles Sold	0	0
Number of ADA Accessible Vehicles	6	6
Annual Operating Expenses		
Annual Transit Operating Expenses	\$36,101.89	\$30,101.36
Annual Social Services Operating Expenses		
Annual Administrative Expenses		
Annual Transit Administrative Expenses	\$78,542.43	\$82,968.30
Annual Social Services Administrative Expenses	\$0	\$0
Annual Operating Revenues		
Fare Revenues	\$9,049.57	\$12,741.62
Transit Contract Revenues		
Social Service Contract Revenues		
FTA-Federal Operating Assistance	\$57,359.00	\$54,965.00
MaineDOT – State Operating Assistance		
Local Operating Funds	\$40,916.94	\$51,923.50
Total Annual Operating Revenues	\$107,423.12	\$119,973.11
FTA-Sources of Capital Funds		
FTA-Federal Capital Assistance	\$0	\$0
MaineDOT-State Capital Assistance	\$0	\$0
Local Capital Funds	\$0	\$0
Total Capital Funds	\$0	\$0
Annual Miles		
Annual Transit Miles (vehicle miles)	37,522	37,650
Annual Social Service Miles (passenger miles)	0	0

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	FY 2011	FY 2012
Annual Vehicle Hours	unknown	unknown
Annual Passenger Trips		
Annual Transit Passenger Trips	10,775	13,661
Annual Social Services Passenger Trips	n/a	n/a
Safety		
Fatalities	0	0
Major Incidents	0	0
Major Injuries	0	0

BATH CITYBUS 5-Year Capital Plan					
Capital Item	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
12+2 Cutaway Bus	1	1			1
Transit Shelters				12	
Sign Program Implementation			1		

BATH CITYBUS Trips, Vehicle Miles Past Two Fiscal Years				
ROUTE	One-Way Trips		Vehicle Miles	
	FY 2011	FY 2012	FY 2011	FY 2012
Total	10,775	13,661	37,522	37,650

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<p align="center">BATH CITYBUS Revenues by Passenger Fare Category Past Two Fiscal Years</p>		
Category	FY 2011	FY 2012
Full Fare	unknown	unknown
Discount	unknown	unknown
Free	unknown	unknown
Total	\$9,049.57	\$12,741.62

<p align="center">BATH CITYBUS Revenues And Expenses – Past Two Years</p>		
	FY 2011	FY 2012
REVENUES		
State (non-capital, administered by MaineDOT)		
Other State (e.g. Maine Department of Labor)		
FTA:		
5307 (small urban area systems)		
5309 (capital assistance)		
5310 (elderly, disabled)		
5311 (rural area systems)	\$57,359.00	\$54,965.00
5316 (job access, reverse commute)		
5317 (new freedom)		
Passes		
Fares	\$9,049.57	\$12,741.62
Advertising		
Contract Revenue	\$0	\$0
Community Support – City of Bath Contribution	\$40,916.94	\$51,923.50
Other		
Interest Income	\$97.61	\$42.99
Sale of City Property	\$0.00	\$300.00
MaineCare		
TOTAL	\$107,423.12	\$119,973.11
EXPENSES		
Management Fees	\$750.00	\$2,500.00
Insurance	\$8,569.50	\$6,610.76
Other Administrative Expense	\$2,394.00	\$0.00
Telephone	\$727.92	\$725.39
Wages	\$52,701.93	\$58,284.49

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Fringe Benefits	\$13,399.08	\$14,847.66
Maintenance & Repairs	\$20,504.72	\$11,778.47
Fuel	\$11,301.93	\$14,918.07
Tires	\$2,164.48	\$655.20
Other Operating Expense	\$2,130.76	\$2,749.62
TOTAL	\$114,644.32	\$113,069.66

BATH CITYBUS Budget FY 2013, FY 2014		
	FY 2013	FY 2014
REVENUES		
Fares	\$10,000	\$12,000
City	47,925	60,050
State/Federal	55,232	70,232
Int.	\$100	\$0
TOTAL	\$113,257	\$142,282
EXPENSES		
Management Fees	\$1,500	\$3,500
Insurance	9,000	7,000
Telephone	850	1,200
Wages	55,350	69,300
Fringe Benefits	7,250	20,500
Maintenance & Repairs	10,000	15,950
Fuel	15,107	16,000
Tires	2,200	2,200
Other Operating Expense	2,000	\$6,632
Capital Expense	\$10,000	
TOTAL	\$113,257	\$142,282
Capital		
City of Bath		\$13,750
State-Federal		55,000
Total		\$68,750

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PTMS VEHICLE EVALUATION SUMMARY FORM FY 2013

AGENCY: City of Bath CityBus

1	VIN	1FDXE45P56DA21017	1FDXE45P56DA21016	1FDXE45P56DA21016	1FDXE45P16DA25287	1FDXE45P77DA13761	1FDSE30L2XHC05087
2	Fleet # and Status*	BUS 1-A	BUS 2-A	BUS 3-A	BUS RTP84-A	BUS RTP2-I	BUS 4-I
3	Vehicle Type **	LDB	LDB	LDB	LDB	LDB	LDB
4	Make, Model	Ford E450	Ford E450	Ford E450	Ford E450	Ford E450SU	Ford Goshen
5	Year	2006	2006	2012	2006	2007	1999
6	Fuel Type	Diesel	Diesel	Gasoline	Diesel	Diesel	Gasoline
7	Fuel Use – 12 months	1683.5g	1578.8g	0	294.4g	N/A	N/A
8	Mileage	130,642	129,652	1,000	180,921	172,334	155,660
9	12-month Mileage	16,102	16,464	0	2,223	N/A	N/A
10	Repair Cost - 12 months	Unknown	Unknown	Unknown	Unknown	N/A	N/A
11	Repair frequency - 12 months***	3	3	1	2	N/A	N/A
12	Vehicle appearance - interior	Good	Good	Excellent	Good	Fair	Fair
	Vehicle appearance - exterior	Good	Good	Excellent	Fair	Fair	Fair
13	ADA Accessibility:						
	Equipped/Working	YES	YES	YES	YES	N/A	N/A
	Tie Down	YES	YES	YES	YES	N/A	N/A
	Announcement System	Not Present					
	Signage and Stops	YES	YES	YES	YES	N/A	N/A
14	Passenger Amenities						
	Air Conditioning	YES	YES	YES	YES	N/A	N/A
	Working Heater	YES	YES	YES	YES	N/A	N/A
	Tinted Windows	YES	YES	YES	YES	N/A	N/A
	Padded Seats	YES	YES	YES	YES	N/A	N/A
15	Type of fare collection system	Fare Box	Fare Box	Fare Box	Fare Box	Not Present	Not Present
16	Date of Inspection	7/1/2013	7/1/2013	7/2/2013	7/1/2013	N/A	N/A
17	Inspector's Name:	City of Bath PW	N/A	N/A			

* A (Active); I (Inactive); SP (Spare); D (Disposed); Sold (Sold)

** SHDB (Standard Heavy Duty Bus); MHDB (Medium Heavy Duty Bus); SMDB (Small Medium Duty Bus); LDB (Light Duty Bus); V (Van).

*** Repair Frequency: (1) – Routine Preventive Maintenance; (2) Minor Repairs (vehicle not taken out of service); (3) Major Repairs

Appendix

Surveys and Studies

The Midcoast Council of Governments has completed a study of a possible regional transit system that would serve Bath, West Bath, Brunswick, Topsham and Freeport. The study noted that the two services in the region (Bath CityBus and Brunswick Explorer) do not officially overlap, but both stop at MidCoast Hospital.